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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

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SUBJECT Railways, Roads, Bridges, and Waterways in the  
Lithuanian SSR 25X1A

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SUPPLEMENT TO  
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Railways

## DO NOT CIRCULATE

1. All main lines in the Lithuanian SSR have now been changed to the Russian gauge. There are through trains from Vilnius to Riga and through trains Moscow - Kaunas - Kaliningrad with luxurious coaches. New diesel-driven coaches ply between Kaunas and Vilnius, the rail ticket costing 22 Rs.
2. Soviet locomotives of a new, streamlined type are to be seen. Old rail cars and locomotives have been adjusted for the Russian gauge permanently and can no longer be used on the European gauge. No third rail was observed anywhere in the Lithuanian SSR.
3. Railroad personnel in the Lithuanian SSR is composed of Soviets and Lithuanians. Lithuanian conductors and engine drivers serve on trains going east into the USSR. Polish train crews do not appear to pass into the Lithuanian SSR, and it is believed that passengers must change trains at the Polish-Lithuanian frontier.

Bridges

4. The bridge at Kaunas over the River Neman (Niemen), known as the Vytautas, the Great Bridge, has been rebuilt.
5. The bridge at Kaunas over the River Neris is a temporary wooden structure, and it is forbidden to smoke while walking on it.
6. There is still no bridge from Kaunas to the suburb of Panemune, and communication is by a raft-ferry.\*

Waterways

7. The River Neman (Niemen) remains the main waterway. Passenger steamers ply from Kaunas down-river, but traffic above Kaunas is practically non-existent.

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Comment: [REDACTED] the Lithuanian press in March 1949  
 announced the reopening of the bridge at Panemune.

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